



THE LANTERN



➤ ➤ The Official Newsletter of the Northeast Region Staff College
Civil Air Patrol

Thursday July 16, 2009

<http://nersc.nhplm.org>

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[Http://nersc.nhplm.org](http://nersc.nhplm.org)

The Director Reminisces



Bravo Seminar Donation to the Staff



SAFETY

Is of Utmost importance

Do not compromise safety for
any reason

Report any problems to
Lt Col Christine St Onge



Our National Professional Development Officer Bobbie-Jean Tourville takes a shot at Burning down the House at the Cook Out



Sports Update

In the spirit of the NERC Jersey Was victorious over Mass in a game of Horseshoes with a score of 24 to 20



NERSC Social—Picnic

Staff and Students had a great time at the NERSC Picnic. The Picnic was held at Fort DIX. Lot's of food and drink for all.



I See nothing !!!!!



Talk about a motley crew !!!
Lead by the Pit Master Himself



NERSC Social—Picnic





Praying to the Cookout gods



National Staff College

2009 Civil Air Patrol

17 – 24 October 2009

Maxwell Air Force Base, Alabama

What is National Staff College?

National Staff College (NSC) is CAP's senior-level, capstone course in professional development. It is designed to give accomplished field-grade officers the executive leadership experiences necessary to develop national-level policy and effectively manage programs at the wing, region, and national levels.

What will I learn from NSC?

The National Staff College curriculum includes study in a wide array of subjects, including:

- ◆ Executive leadership
- ◆ Principles of organizations
- ◆ Problem solving
- ◆ Group dynamics
- ◆ Interpersonal communications
- ◆ Strategic planning
- ◆ Executive management of resources
- ◆ CAP mission accomplishment at the national level

National Staff College is taught by highly-qualified professors and instructors from Air University, as well as executive leaders from private industry, the United States Air Force, and Civil Air Patrol. These instructors are selected based on their proven leadership skills and expertise in their chosen field.

How will attending NSC help me?

National Staff College will provide you with the leadership and management tools to help you better execute your executive level responsibilities – in CAP and in your own career.

Leading volunteers is an especially unique challenge, requiring CAP leaders to balance their careers and family needs with the needs of their units and CAP's missions. NSC can help *you* enhance your leadership abilities.

In addition, National Staff College is a requirement for earning the Gill Robb Wilson Award, CAP's highest award for professional development.

Will attending NSC help me at work?

Absolutely! The leadership, communication, and executive management skills taught at National Staff College are in great demand by employers in all industries; and are available to you at a fraction of the commercial cost.

Is NSC affordable?

With tuition of only \$150, National Staff College is an invaluable investment in your career development. Commercial programs equivalent to National Staff College can cost hundreds, even thousands of dollars! All course materials and social activities are included in the tuition. However, you will have to pay for on-base lodging and meals and provide your own transportation to and from NSC.

Am I eligible to attend?

To attend National Staff College, you must be an active senior member in the grade of Major or above and have attended CAP's Region Staff College (or equivalent). Commanders at all echelons are especially encouraged to apply.

How do I apply?

Applying for National Staff College is simple. Submit a NSC Supplemental Application, found at <http://www.members.gocivilairpatrol.com/nsc2009>, through your unit commander to wing (region HQ if on region staff) for endorsement. Send the completed application to the address below, along with the \$150 tuition fee. For more information, see CAPR 50-17, *Senior Member Professional Development Program*, Chapter 7, or ask your unit or wing Professional Development Officer.

When you are selected for National Staff College, the NSC Director will send you an acceptance via E-mail with all the information you need.

Send your endorsed application (not later than 20 September 2009) to:

Administration Officer, National Staff College
Lt Col Wilma E. Ward, CAP
117 Christopher Lane
Louisville, TN 37777

E-mail: dl8ww7@yahoo.com

Fax: 865-342-4882

2009 NATIONAL STAFF COLLEGE APPLICATION

NAME		GRADE		CAPID	
UNIT			CHARTER NUMBER		
MEMBER ADDRESS					
PRIMARY PHONE		PRIMARY E-MAIL			
PROFESSION		CURRENT DUTY ASSIGNMENT			
SPECIALTY TRACK & LEVEL ATTAINED:	(1)		(2)		
NSC POLO SHIRT SIZE:	<input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <input type="checkbox"/> 2XL <input type="checkbox"/> 3XL <input type="checkbox"/> 4XL <input type="checkbox"/> 5XL				
WING COMMANDER NAME				REGION/WING	

APPLICANT TO COMPLETE THE FOLLOWING:

WHAT EXPERIENCE OR SKILLS DO YOU BRING TO NATIONAL STAFF COLLEGE? PLEASE CHECK ALL BOXES THAT APPLY.	
<input type="checkbox"/> REGION STAFF EXPERIENCE	<input type="checkbox"/> GOOD COMMUNICATIONS SKILLS
<input type="checkbox"/> WING COMMAND/STAFF EXPERIENCE	<input type="checkbox"/> TEAM LEADERSHIP EXPERIENCE
<input type="checkbox"/> GROUP/SQUADRON COMMAND EXPERIENCE	<input type="checkbox"/> PROJECT MANAGEMENT SKILLS
<input type="checkbox"/> ACTIVITY DIRECTOR/PROJECT OFFICER (GROUP LEVEL OR HIGHER)	<input type="checkbox"/> CONSIDERED A GOOD ROLE MODEL

WHAT DO YOU EXPECT TO GAIN FROM YOUR STAFF COLLEGE EXPERIENCE? HOW WILL THIS BENEFIT CAP? (PLEASE PRINT)	
APPLICANT'S SIGNATURE:	DATE:

SUBMIT TO YOUR WING COMMANDER FOR REVIEW AND COMPLETION.

WING COMMANDER TO COMPLETE THE FOLLOWING:

WHAT DO YOU EXPECT THIS MEMBER TO ACHIEVE FROM HIS/HER NATIONAL STAFF COLLEGE EXPERIENCE? (PLEASE PRINT)
--

WING COMMANDER	DATE	CONTACT PHONE NUMBER

WG/CC: SUBMIT ENDORSED APPLICATION TO NSC ADMINISTRATIVE OFFICER, LT COL WILMA WARD, NO LATER THAN **20 SEPTEMBER 2009**. (Fax: 865-342-4882 or E-Mail: dl8ww7@yahoo.com)

APPLICATION No. (To be completed by NSC Admin Officer): _____

Opportunities & Obligations



You have done something very special. Less than 1% of the CAP senior membership completes Region Staff College every year. This puts you in an exclusive club... a club which affords you great opportunity as well as great obligations.

Region Staff College is the premier Leadership & Professional development course for your region. You will have learned more about CAP as an organization; have received in-depth education on leadership, management, and communications topics; most importantly met fellow members with different yet complementary skill sets & experiences. Comparable Corporate programs would cost you many hundreds of dollars & would not be tailored to the CAP culture, and yet you will find that you can use what you learn here at work as well as at your meeting place.

Completion of RSC, as part of completing Level IV; will allow you to ascend to the senior ranks of Civil Air Patrol, enhanced considerations for staff & command assignments; receipt of the Paul E. Garber Award & status as a leader.

You will also have a special objective to share what you've learned with your fellow members, Cadets & seniors when you go back home. Your task will be to make your little corner of CAP better, your unit more efficient, experienced members more effective, newer members more welcome & better equipped to get the most from their service. Always with an eye to the Core Values: & always with the awareness that we all serve freely; & all have something special to give.

So congratulations on your achievement; good luck in your future! Semper Paratus



Bobbie – Jean Tourville
Chief, Professional Development, NHQ-CAP
NERSC Grad, Class of 1994

Aerospace Education - Seen On The Base

By Major Buchman

Question: Do you know the name of the aircraft in the photo? Do you know what the civilian version of the aircraft is? Do you know why one particular aircraft in the fleet was called “Independence?”

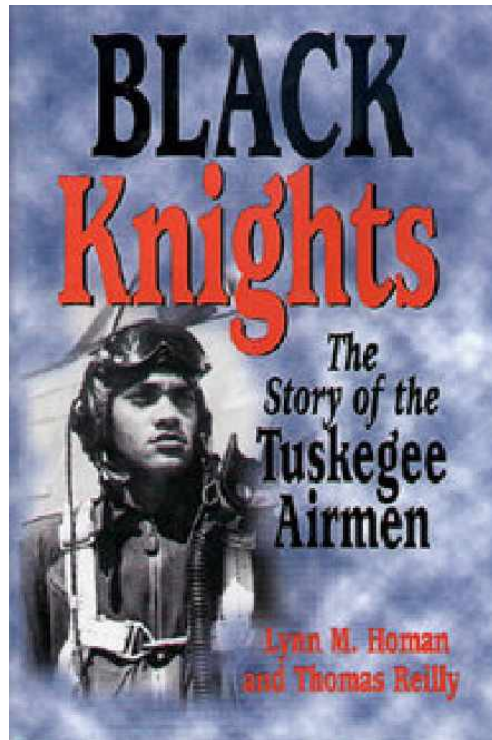
- a) C 131 Skymaster
- b) C121 Starmaster
- c) C118 Liftmaster
- d) C125 Lodemaster

For the answer see...

The aircraft is a C118 Liftmaster. In civilian operation, airlines operated the aircraft also. It was built by Douglas Aircraft and known as the DC6. Independence, was Harry Truman’s first presidential aircraft, its special designation was VC118.



During World War II, black fighter pilots fought the Germans abroad and racism in the ranks...may we never forget...and may future generations understand the way it was...



The sky was the limit--literally! After the successful flight of Orville and Wilbur Wright in 1903, Americans of all races were stung by the love bug of flight. In the late 1920's and 1930's African Americans in great numbers began their love affair with flight. They learned the basics of flight on either American soil or abroad, and created their own flight schools and clubs.

This love affair was kindled in the late 1930's, when the United States Government created Civilian Pilot Training Programs throughout the country to provide a surplus of pilots in case of a national emergency. African Americans were included in these programs, although trained at segregated facilities.



The Tuskegee Airmen were dedicated, determined young men who enlisted to become America's first black military airmen, at a time when there were many people who thought that black men lacked intelligence, skill, courage and patriotism. They came from every section of the country, with large numbers coming from New York City, Washington, Los Angeles, Chicago, Philadelphia and Detroit. Each one possessed a strong personal desire to serve the United States of America at the best of his ability.

Their love of flight became fully ablaze amid World War II as political pressure challenged the government to expand the role of African Americans in the military. The Army Air Corps was the first agency to accept the challenge. Tuskegee Institute, a small black college in Alabama, was selected to host the "military experiment" to train African American pilots and support staff--thus the Tuskegee Airmen were born.

Those who possessed the physical and mental qualifications were accepted as aviation cadets to be trained initially as single-engine pilots and later to be either twin-engine pilots, navigators or bombardiers. Most were college graduates or undergraduates. Others demonstrated their academic qualifications through comprehensive entrance examinations.

The outstanding performance of the over 15,000 men and women who shared the "Tuskegee Experience" from 1942-1946, is immortalized at the Tuskegee Airmen National Historic Site.



<http://www.tuskegeearmen.org/>

<http://www.nps.gov/tuai/>

An Practical Exercise in Operational Risk Management in the Classic Five Paragraphs Alpha Seminar

Lt.Col. St. Onge's lecture focused on Operational Risk Management (ORM) and Safety and the issues involved may be manifested in concrete form if one examines a successful high risk mission performed by CAP Captain CarolAnn Garratt. Capt Garratt set out to break the world record for a circumnavigation of the earth. The conditions for this article will not allow a full discussion of the details of the flight but will allow the reader to savor the flavor of ORM applied to a difficult flight in order to minimize risk in accord with the mission requirements. Capt Garratt spent 18 months in preparation and analyzed the electro-mechanical, meteorological, topographical and human resources in order to optimize her chances for a safe and successful mission.

The aircraft selected had 700 hours on a well performing engine. A 100 hour inspection was performed and all engine accessories were replaced. The aircraft was then flown for a 100 hours more in order to season the new parts and pass the 100 hour limit which marks the most likely failure period for newly installed parts. This procedure is akin to the burn-in test period of new electronics. Ferry tanks, survival equipment, a high frequency radio, and antenna, a spare transponder, and a satellite phone were also installed. The 100 hour break-in period was used to work with the new communications equipment, test the ferry tanks and valve system, determine the best settings to maximize cruise.

Human resource involved two groups, the flight crew and ground support. Garratt, a professional pilot, selected Carole Foy, another professional pilot to share flying duties. Together they engaged in long flights, testing the equipment and perfecting their skills at cockpit resource management. They maintained a healthy life style and selected low residue foods, fruit, and water for sustenance. Flight duties were broken into two hour shifts, oxygen was used during the day at altitude and at all times at night. A simple device was also carried which they used to measure the oxygen content of their blood. A knowledgeable ground officer arranged over-

flights, landing permits, customs clearances, airport fees, and was kept in the communications loop by means of the HF radio and satellite phone. Each leg of the trip had a "hard" decision point at which time a mandatory abort would occur if conditions did not meet those expected in the planning. This eliminated the chance of fatigue or illness leading to a dangerous decision. The ground crews also provided the flexibility needed to meet the changing conditions of the flight, some of which were difficult to handle from the aircraft.

Garratt had a lot of experience in overseas flying. Her experience was backed by consultation with a professional meteorological firm which provided specialized reports and discussions with other aviation experts. December was chosen for the flight since it offered the most benign weather over the subtropics and the flight was conducted westward to take advantage of the prevailing northeast trade winds. Current charts were procured and a routing was selected to provide convenient fueling points, rest stops, and sufficient cruising altitudes.

They flew legs of over twenty hours over water, crossing three oceans, transited sub-Saharan Africa, and met the bureaucratic requirements of a number of foreign countries. Garratt and Foy successfully completed the mission in a record breaking eight and a half days, halving the previous record for their class of aircraft. The assiduous application of ORM reduced the risk to a reasonable level and contributed to their success.



RULES OF THE MESS

Follow these rules and chances are you will avoid a trip to the Grog Bowl:

Thou shalt arrive within 10 minutes of the appointed hour.

Thou shalt make every effort to meet all guests.

Thou shalt not bring cocktails or lighted smoking material into the mess.

Thou shalt not leave the mess whilst convened. Military protocol overrides all calls of nature.

Thou shalt participate in all toasts unless thyself or thy group is honored with a toast.

Thou shalt ensure thy glass is always charged when toasting.

Thou shalt keep toasts and comments within the limits of good taste and mutual respect.

Thou shalt not murder the queen's English.

Thou shalt fall into disrepute with thy peers if the pleats of the cummerbund are not properly faced.

Thou shalt also be painfully regarded if thy clip-on bow rides at an obvious list. Thou shalt be forgiven, however, if thee also ride at a compatible list.

Thou shalt not question the decisions of the President.

Thou shalt not open the hanger doors. (Thou shalt not discuss business.)

Thou shalt enjoy thyself to the fullest.

IF YOU GET SENT TO THE GROG:

At various times during a Dining-Out, a member may be sent to the Grog Bowl as punishment for violating the rules of the mess. The President, Vice President or any member of the mess can note infractions warranting a trip to the grog bowl. Members bring infractions to the attention of the President by raising a point of order. Normally, the President determines the validity of the charge. However, if the validity of the charge is in question, the members of the mess will vote on the charge by tapping their spoons on the table.

The contents of the grog bowl are best left to the imagination of the planning committee.

Using proper facing movements, march to the grog bowls.

Face the mess, your back to the grog bowls. Salute the President of the mess.

Perform an about face and take an empty cup in your left hand. Dip the cup into your chosen grog.

Do an about face; raise your cup and toast, **"TO THE MESS."**

Drain your cup of every drop in one tip of the cup, then place the cup, upside-down, upon your head.

Lower the cup and do another about face, placing the empty cup on the table.

Do a final about face and again salute the President of the Mess.

Using proper facing movements, return to your table.

Should anyone forget a step or perform one incorrectly, you will be given the opportunity to repeat each step again!



NERSC WEBSITE — [HTTP://NERSC.NHPLM.ORG](http://ner.sc.nhplm.org)